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June 2021

The Official Newsletter of the
Peninsular Railway & Lumbermen's Museum
& **Simpson Railroad**

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Right: New Kids T-shirt have arrived. Watch for the Next Simpson Event to pick yours up.



Peninsular Railway and Lumbermen's Museum is a registered nonprofit 501(c) 3 Organization dedicated to preserving and interpreting the rich railroad and logging history of the Olympic Peninsula of Washington State.

Caboose Hop a Success

Memorial day weekend 2021 was the first opportunity the public had to ride behind or in a locomotive since PRLM began restoring trains on the Simpson Railroad. For three days, May 29th/ 30th/ 31st, Locomotive #900 pulled caboose 201 in a Caboose Hop around the loop. This event was as exciting for us to offer as it was for the general public finally having a chance to ride an authentic piece of logging railroad history. The event created enough buzz in the community that Q13news picked up the event and used it as a backdrop for one of their weather forecast. The living history experience included not only caboose 201, by also to locomotive 900. In addition to riding in the caboose guests had an the option for an extra fare to experience a locomotive cab ride. That option turned out to be quite popular as about 1/4 of our riders took that rare chance. Overall every guest gave the museum a big thumbs up for the ride, the experience and a brief bit of area history. By the end of the weekend several hundred guests took a ride with us as we continue to build toward full scale operations from Downtown Shelton. Just to show how popular this particular event was here is a list of places guests came from beyond Mason County to ride the Simpson Railroad In order from our guest sign in book. Auburn, Vancouver, WA: Yamhill, OR: Snohomish: Luling, Louisiana, Seattle: Maple Valley: Huntersville, North Carolina: Brier, WA: Kirkland: Renton, WA. These results show that in the near future the railroad can be drawing tourism from well beyond Mason County, and even Washington State; helping to interpret our area's colorful history, introducing new guests to area businesses, and significantly helping to boost the local economy. To see what visitors experienced, take a look at Sunsets Rail Multimedia video they put together about operations on their You tube channel at https://www.youtube.com/watch?v=QMTO47D_0e8



Caboose Hop a Success

Photos of the caboose hop from around the loop



The Simpson Makes TV

A very special thanks goes to M.J. McDermott of Q13 Television for showcasing our event. She featured it on her “Event Weather Forecast” on the Friday, May 28th Morning News. Being broadcast this way resulted in the busiest single-day web-site traffic the museum has ever experienced, with 276 visits in one day. That is over double our next busiest day which was recorded before the 2020 Christmas event. Many visitors mention they had seen it on TV with many local visitors mentioned how excited they were to see us on TV and making the “news” showing something fun and positive for the immediate area. Below is the a slightly cropped photo back dropped used as the on air backdrop.



Donation a Plenty for the PRLM

Several noteworthy donations have come our way since our last newsletter here is the run down.

Building Donation

Recently the PRLM received a donation of a 20 x 30 all steel area -type building from Pale Horse films of Shelton. Built in the 1980s, the structure was deemed surplus when new owners purchased the Shelton-area location. It was offered to us as a donation, provides we took it away. This building has already been substantially disassembled and will be moved to our space in the Stillwater Industrial park (old Simpson sort yard). The building has already been substantially disassembled and will be moved to our space in the Stillwater Industrial park (old Simpson sort yard). Once reassembled this multi-function structure will support a number of public and private events without concern for the weather. It will help with covered restoration and support our mission to preserve and interpret the importance of logging and railroading on Washington's Olympic Peninsula. (Donations continued next page)



Donation a Plenty for the PRLM

GiveBIG to



GiveBIGWA.org

#GiveBIGWA

MAY 4-5

On May 4th &5th the PRLM participated in Give big which is a community-wide day of giving to raise awareness and philanthropic support for non-profits in Washington state. The museum asked for donations in support of our new structure. A total \$893 was raised to build a nice level gravel pad, move and reassemble the building. Once details are worked out, we envision the new addition will be ready for use once the rainy season hits this fall.

New power plant for the American crane

Several months ago our 1978 50 ton American crane , bought new by Simpson, became inoperable. The Diesel engine was severely damaged when a connecting rod damaged the block beyond reasonable repair. Since then our mechanical volunteers have been looking out for a suitable in kind replacement. Well a recently removed running in kind replacement was finally located. After an inspection Cory Wheeler acquired and subsequently donated it to the museum, give him a thanks when you see him. The power plane for our diesel crane is a Detroit Diesel 671. A Detroit 671, pronounced 6-71. It is a 2 stroke diesel motor, like our locomotives, inline 6 cylinder, the 6, with each cylinder having 71 cubic inches of displacement, thus the 71. Plans are currently being formulated for the removal of the dead engine, swapping of the auxiliary components and connections, and installing the new power plant. New member Jim Ford, a trained diesel mechanic, is not hesitating in getting his hands dirty and is stepping right in to helping with this project. The crane is an important part of Simpson Railroad history, but also important to its needs to operate and maintain a railroad.



Donation a Plenty for the PRLM

Mile post donation

Last but not least comes a donation from the Simpson Railroad's past: "Mile Post 34 1/2" was donated to PRLM from the collection of noted area logging & lumber industry historian and research specialist Mr. John Taubeneck. The mile post designated a location on the old mainline south of Camp Grisdale, near the old camp 5 area in the Wynoochee Valley. Camp Grisdale was at approximately mile post 42 so this mile post would have about 7.5 miles south of the camp. John rescued the wood mile post after Simpson had shut down and removed that part of the railroad and camp Grisdale in 1986. Camp Grisdale was the last of company owned and operated logging camps in the U.S. Mile posts like this one were an important feature on the Simpson Railroad. They were used as location markers for trains, railroads dispatcher and maintenance crews so they'd know exactly where they were. That was critical information to keep many Simpson trains operating safely on the line simultaneously. Items like mile markers are just as important part of history as say a locomotive or caboose. It helps complete story about how the Simpson Railroad operated and provides a physical connection to the railroad that is now gone. Now in our possession it will be safely stored until it can be used in an interruptive display one day. Many Thanks goes to Mr. Taubeneck for not only seeing the value of a now historic artifact of the Simpson but preserving and storing all these years so in the future it can be enjoyed by all.



New Work Space

The PRLM having a need for some work shop space and seeing an opportunity to save an obscure piece of northwest locomotive repair history, PRLM successfully accomplished both goals. In April we were able to acquire a modified shipping container from progress rail when they closed there locomotive repair facility in Tacoma. This container served as storage and offices for the electrical departments of both Progress Rail and Coast Engine & Equipment Co (CEECO). After being delivered to the Stillwater Industrial Park, it immediately began serving the Simpson RR. Already wired for power, light, and a ventilation fan as well as a small office in the closed end with a man door and a workshop area with a full-sized equipment opening on the other end. It will give us a place to set up a work bench, small office and overall space to support restoration, maintenance, and railroad operations. We would like to thank "Watch This Freight" for moving our new-to-us container on very short notice. And to Historic Railway restorations for donating work benches.



Left: Less than a week at the Simpson RR, work bench's tools are already in place.

Right: Just as the container got set up new volunteer, Bill Gjerstad works on parts for one of the A8 gang cars out of the rain that arrived right on schedule it seems.



Working on the Simpson

Tie replacement

May 23rd Cory Wheeler, with aid of a borrowed excavator, started a tie replacement program around the Sortyard trackage. Concentrating on joint and switch ties he started work east on the main from our area in the sortyard. In total 25 ties got replaced including 5 switch ties. Watch a short video and see how skillfully he inserts a new tie on our Facebook page by copy and pasting this link. <https://www.facebook.com/PeninsularRailway/videos/747177749311011/>

Right: Cory's Dad setting tie plates on a tie just having been replaced.



Work on Coach 1212

Work on coach 1212 has continued on a slow but steady pace. The car side replacement started with the first side sheet being tack welded in place. This sheet was fit to fill from the bottom of the window to the bottom of the car body. During the fitting process the steel sheet had to be manipulated to match the existing car side. A second steel sheet will be fit from the window top to the roof next. Once those are in place and verified to be correct, corner fill pieces will be welded in place. Once completed and painted it will provide a seamless looking car side once again.

But that is not the only work being performed. The cars interior is being prepped for painting. This is being done in sections so as to not interfere with car side sheet work and to prevent this labor -intensive work to become overwhelming. *Continued page 11*

Working on the Simpson Brush clearing

Brush and Right of way vegetation maintenance is a task that seems never ending. It is a task that is always in need of attention! Volunteer Pete Panos has been leading, the fight to keep it under control as best as possible. He can be seen most Sunday work party days clearing the scotch broom and other vegetation away from the tracks and our work areas. Sometimes he does the tedious work by himself, but he obviously always needs more volunteer help! Ted recently purchased a brush hog type mower that will help the fight. Along with continued clean -up of our work area to allow a regular mower to do its job all the efforts are paying off. The effort of Pete and others are making a difference in and around the RR

Work on Coach 1212

From page 10

During its years being used as restaurant and store space, the cars interior had seen a couple coats of paint applied since active railroad days ended. Before we can place the car back into rail service the walls and ceiling will be repainted to closely replicate the appearance it had when hauling passengers for the Great Northern. This involves removing light fixture lens, sanding and smoothing the rough layers of latex paint that was applied, as well as removing areas that did not adhere well. In addition to paint prep some interior panels had become damaged and needing replaced, as well as all trim needing to be removed cleaned, polished and readied for reinstallation. The interior work is being done in section so it can proceed without becoming overwhelming and not to interfere with car side repairs. Once this portion is completed it will mark the half way point for scheduled interior rehabilitation. This process can be time consuming specially when other needs takes away volunteer time from the project. Watch for ongoing updates on our progress.

Working on the Simpson

Equipment maintenance

Like brush cutting, equipment maintenance is always needed and seems never ending. Speeder 53/54/55 have all have received routine maintenance over the past months. New volunteer Bill Gjerstad has taken on the task of keeping our speeder fleet in good working order. He has went over each speeder to get familiar with them.

In addition locomotives #900 and #1200 have received much attention with the upcoming “caboose hop”. Work concentrated on engine 1200 when it was discovered the main generator was not as healthy as it seemed. Crews took several weeks cleaning and working on it, hoping the issue was caught early. Unfortunately, once fired up and tested, it still did not perform as it should, so more ground fault trouble shooting needs to take place before returning to service.

Work has started on the crane, numbered 5-6 but commonly referred to as “the crane”. The project is to remove the damaged Diesel engine so it can be replaced. Cleaning around the engine compartment has already started. Several tasks need to take place before it is removal. The project is to remove the damaged Diesel engine so it can be replaced. Cleaning around the engine compartment has already started(see page 14 for forklift info). Once out auxiliary components need to be cleaned, checks and swapped over to the new engine. The everything in reverse.

The Ones That Got Away: Simpson Switcher Soldiers On Close To Home By Nick N

Unlike most logging-centric railroads in North America, the Simpson is unique in that their entire diesel roster is still around and in original paint, over half a decade since the Simpson Timber Company ended railroad operations. Even more surprising, all four diesels have either not left Simpson rails or have migrated to other ex-logging lines! #900 and #1200 were both graciously donated to the PRLM by Sierra Pacific Industries after they assumed ownership of Simpson's Shelton-based assets. The other two, however, were sold off soon after the railroad shut down. #1201, sister to the #1200, and the #1202, an ex-Fort Worth & Denver SW1200, were sold to what was at the time the Western Washington railroad. The WWR and its successors operate a significant amount of former Weyerhaeuser Company logging lines between Rainier and Chehalis, WA. One may recognize railroad names such as the Curtis, Milburn & Eastern or Chehalis Western - both former Weyco properties that Simpson #1201 & 2 have operated on. Several business reorganizations later and the current operator of the remaining lines, Rainier Rail, is still putting the old Simpson girls to use in various ways. Rainier Rail and its sister companies such as the Columbia Walla Walla roster a good amount of first-generation EMD switchers, parts for which are easier to come by when you have a donor locomotive. Rainier Rail has found a donor in Simpson #1201. While still intact externally for the most part, it's been slowly stripped for usable parts to keep its SW comrades up and running for the past few years. The 1202, however, is still alive and kicking as a substitute switch engine for the RR. It can occasionally be found on work train duty when the regular locomotives are out for inspections. While the 1202 has her fair share of issues and hiccups and may not get out much, it's still safe to say that the Simpson Railroad lives on all across western Washington!

The One That Got Away: Simpson Switcher Soldiers On Close To Home By Nick N



Editor's note: Photos and article were put together for our newsletter by Nick N. Nick is an Active volunteer at the PRLM and Simpson Railroad. He is out most every work party Sunday as well as on other random days as needs arise. At 18 years of age he is already taking care of the museum's operating radios, personally organized the second Horn Honk event and is very active in museum operations and maintenance activities. Way to go Nick, and thank you!

Need your help

Forklift Purchase

Recently the museum was offered a 15,000lb. (lifting capacity) Hyster off road gas powered forklift. It is in working order and ready to go to work for the museum. As you can guess, everything involved with running a railroad is heavy, and those heavy objects need to be moved, lifted, and loaded or unloaded from time to time. Moving heavy things around is something the museum has constantly struggled with. And with volunteer safety as one of the most important duties needing to be addressed, having appropriate equipment to do the job becomes a necessity. Due to the forklifts overall good condition, special offer, and fit for the jobs at hand, the museum could not pass it up because it fills a definite need. We are asking members for donations to help offset its purchase price. The easiest way to donate is to go the museums website, simpsonrailroad.org, and click on the donation button. Any and all donations are greatly appreciated.

Volunteers needed

The museum continues to grow and with that growth is the need for more volunteers. Volunteers don't need to have any special mechanical or railroad skills, but while those are definitely appreciated, so many things need to be done, we can use everyone's help. Volunteers perform all that is needed to run a railroad here on the Simpson. Items like track & equipment maintenance and restoration are the most visible of those duties. But there is so much more to operating a railroad & logging museum than just running and working on trains and tracks. For example, volunteers decorate for Halloween, Christmas, or special events., We could use help with simple record keeping, and jobs like membership manager offer opportunities for everyone. If you are going to collage for business, or a retired business person, we have many special opportunities for you. If you are going to collage for business, or are a retired business person, we have many special opportunities for you. Would you like to get experience in grant writing & fundraising, museum development, publicity, or other aspects in operating a active non-profit museum? For anyone interested, please send us a message at simpsonrailroad.org or simply stop by one of our work parties and say hi to get started. Really, we don't bite!

Please help preserve a part of Shelton's heritage by considering a donation or membership to the PRLM at peninsularrailway.org /Donate or membership Paypal enabled

Or send it to the following with the form below to: **Peninsular Railway and Lumberman's Museum**

P.O. Box 1333 Shelton Washington 98584

Membership \$25 per year

Donation

\$25 \$50 \$75 \$100 Other _____

Name: _____

Address: _____

E-Mail: _____

City: _____ State: _____ ZIP: _____

All donations are tax deductible Peninsular Railway and Lumbermen's Museum is a registered non-profit 501(c)3 Organization dedicated to preserving and interpreting the rich railroad and logging history of the Olympic Peninsula of Washington State.

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Submission and publication policy: Submissions should be concentrated on logging and railroading on and around the Olympic Peninsula and PRLM activities and information in particular. All submissions should be positive in nature and reflect the values of the PRLM and the community's for which we serve. We reserve the right to withhold any submitted articles which do not meet these requirements or are deemed inappropriate for this publication.